



9. On 5, 6 and 7 January 1953, the passenger trains in the DDR were running between 40 and 277 minutes late. The average delay was about 70 to 85 minutes. The reason was the large number of zones in which the speed limit was 10 kilometers per hour instead of the normal 60; some of these stretches are four kilometers in length.
10. A time-table discussion is scheduled from 12 to 24 January 1953 in Schwarzenburg. One of the possible alterations under consideration is the scheduling of slower train service in the summer because of the generally poor condition of the right-of-ways. Discussion on curtailing services provided by the Berlin S-Bahn system is also planned.
11. During the month of November 1952, there were no westbound trains over the DDR border at Kuestrin. During the same month, 2,181 cars left East Germany at Kuestrin; this was an increase of 1,236 cars over the previous month.
12. At the border crossing point in Forst during November, 8,171 cars of hard coal, 421 cars of iron ore, 45 of fish and 5 of wheel sets were received; 4,677 empty gondola cars and 155 full tank cars were dispatched from East Germany at Forst during November.
13. At the Guben border crossing point during November, 92 cars of prefabricated houses, 14 of briquettes, 187 of wheel sets, 550 empty box cars and 3,176 miscellaneous empty cars passed out of East Germany.
14. From 1 to 7 November 1952 the border crossing point at Frankfurt/Oder was closed and rail traffic for the Soviet Union was shunted via Kuestrin. Because of bridge construction work. From 6 to 16 December 1952 the border crossing point at Kuestrin was also closed for bridge construction work.
15. Rail traffic from Gerdauen to East Germany via Kuestrin usually consists of empty cars. Rail traffic from Kuestrin to Gerdauen, however, often consists of military transports, usually troop trains.

SECRET